

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the present application.

LISTING OF CLAIMS:

1. (Currently amended) A hydropneumatic, level-regulated axle suspension for front and rear axles on vehicles, comprising: two double-acting hydraulic suspension cylinders, whose cylinder spaces are each connected to a first pressure accumulator and whose annuli on a piston side are connected to a second pressure accumulator, wherein the axle suspension for the front axle (39) and the rear axle (40) is designed as a reversible double-function axle suspension, so that each axle (39, 40) is switchable (i) as an oscillating axle in a cylinder transverse combination in which the cylinder spaces on a given axle communicate and the annuli on the same axle communicate, or (ii) as a stabilizing axle in a cross combination in which the cylinder space of each cylinder on a given axle communicates with the annulus of the other cylinder on the same axle;

wherein the rear axle of the vehicle is switched as the stabilizing axle and the front axle of the vehicle is switched as an oscillating axle when there is a lower axle load on the front axle of the vehicle, and the rear axle is switched as an oscillating axle and the front axle of the vehicle is switched as the stabilizing axle when there is a lower axle load on the rear axle of the vehicle.

2. (Canceled).
3. (Original) The axle suspension according to Claim 1, wherein the switching is alternating, so that switching one axle as an oscillating axle results in simultaneous switching of the other axle as a stabilizing axle.
4. (Canceled).

5. (Original) The axle suspension according to Claim 1, wherein the axle suspension of the stabilizing axle is blocked by isolating the suspension accumulator.
6. (Previously Presented) The axle suspension according to Claim 1, wherein the cylinder spaces (4, 5) of the suspension cylinders (2, 3) of an axle (39, 40) are each connectable to a separate accumulator (10, 11).
7. (Original) The axle suspension according to Claim 6, wherein the cylinder spaces (4, 5) of the suspension cylinders (2, 3) are connectable to an additional accumulator (21).
8. (Original) The axle suspension according to Claim 6, wherein the annuli (6, 7) of the suspension cylinders (2, 3) are connectable to a common accumulator (18).
9. (Original) The axle suspension according to Claim 7, wherein the annuli (6, 7) of the suspension cylinders (2, 3) are connectable to a common accumulator (18).
10. (Previously Presented) The axle suspension according to Claim 1, wherein the cylinder space (4, 5) of one suspension cylinder (2, 3) and communicating accumulator (10, 11) are connectable to the annulus (7, 6) of the other suspension cylinder (3, 2).
11. (Original) The axle suspension according to Claim 10, wherein the accumulator (18) of the annuli (6, 7) and the additional accumulator (21) of the cylinder spaces (4, 5) are blocked.
12. (Previously Presented) The axle suspension according to Claim 1, wherein hydraulic shock absorber elements (14, 15) are inserted into connecting lines (12, 13) to the accumulators (10, 11).

13. (Currently Amended) A hydropneumatic, level-regulated [[The]] axle suspension according to Claim 1, for front and rear axles on vehicles, comprising: two double-acting hydraulic suspension cylinders, whose cylinder spaces are each connected to a first pressure accumulator and whose annuli on a piston side are connected to a second pressure accumulator, wherein the axle suspension for the front axle (39) and the rear axle (40) is designed as a reversible double-function axle suspension, so that each axle (39, 40) is switchable (i) as an oscillating axle in a cylinder transverse combination in which the cylinder spaces on a given axle communicate and the annuli on the same axle communicate, or (ii) as a stabilizing axle in a cross combination in which the cylinder space of each cylinder on a given axle communicates with the annulus of the other cylinder on the same axle;

wherein switching from oscillating axle suspension to stabilizing axle suspension is done as a function of the pressure in the cylinder spaces (4, 5).

14. (Original) The axle suspension according to Claim 1 wherein the switching is done at approximately the same pressures in the cylinder spaces (4, 5) and in the annuli (6, 7) of the same suspension cylinders (2, 3).

15. (Original) The axle suspension according to Claim 1, wherein the design of front and rear axle suspensions is identical.

16. (Currently Amended) A hydropneumatic, level-regulated [[The]] axle suspension according to Claim 1, for front and rear axles on vehicles, comprising: two double-acting hydraulic suspension cylinders, whose cylinder spaces are each connected to a first pressure accumulator and whose annuli on a piston side are connected to a second pressure accumulator, wherein the axle suspension for the front axle (39) and the rear axle (40) is designed as a reversible double-function axle suspension, so that each axle (39, 40) is switchable (i) as an oscillating axle in a cylinder transverse combination in which the cylinder spaces on a given axle communicate and the annuli on the same axle communicate, or (ii) as a

stabilizing axle in a cross combination in which the cylinder space of each cylinder on a given axle communicates with the annulus of the other cylinder on the same axle;

wherein the axle (39, 40) may be at least one of secured and pressed against stops for the purpose of blocking the suspension.

17. (Previously Presented) The axle suspension according to Claim 1, wherein blocked accumulators (18 and 21) are regulated and kept at a switchover pressure level by a pressure regulating valve (24).